

Perfect Peace.

Throughout the tangled ways of life,
Restless, we come and go,
And 'mid our cares and toil and strife,
We little quiet know.
But when in silence, soft and sweet,
Is ended life's short lease,
Gently as the night doth meet,
We pass to perfect peace.

Eyes that are closed to earthly sight,
Can never weep to weep,
Nor pain, nor woe, nor grief, nor blight,
Can move that slumber deep.
Ears that to every sound are stilled,
Can nevermore be stirred,
With sorrow never can be filled,
Nor pained by cruel word.

So hearts of dust all griefs forsake,
They never break nor bleed,
The living hearts that throb and ache,
Our tender pity need.
Oh restful sleep! Oh calm repose!
Where all life's trials cease,
Thy silver stream forever flows
To land of perfect peace.

Then let us in good deeds forget
The grief that fills our eyes,
And from these days of sad regret
Shall fragrance sweet arise,
And sanctified this life shall be,
With pure and holy aims,
Until at last we come to see
All human needs and claims.

And find in them our power to make
The lives of others blest,
So they with us to hope shall wake,
To sense of joy and rest.
And whether painless sleep is death,
Or quickened life's increase,
Its gentle touch is but the breath
That giveth perfect peace.

Two Stormy Weeks.

On Thursday night, for the fourth time within two weeks, a tornado visited Iowa. It appears to have been less destructive than the three preceding ones, of which the first was the most terrible. According to the report of the Associated Press, the force of the last tornado was principally expended in the air above the surface of the earth, through wherever it touched the ground it swept everything before it. The story of the storms of the last two weeks is very interesting aside from the destruction of life and property which they wrought. Roughly speaking, they raged more or less throughout the whole of the United States lying East of the one hundredth meridian, except the Southern portion. Iowa appears to have been the focus of the meteorological disturbance. In the centre of that State three tornadoes crossed one another's tracks, and the town of Malcolm was twice devastated within a week. A fourth tornado, starting in Dakota, swept across the Northwestern corner of the State, leveling everything in its path. Next to Iowa the States of Kansas, Illinois, Dakota, Nebraska, Missouri, Minnesota, and Indiana have suffered most. Less destructive storms have also been felt in Kentucky, Michigan, Ohio, Pennsylvania, New York, New Jersey, Vermont and other States; and in Canada. The latest tornado occurred on Friday night in Butler County, Pa. These storms have not all been merely tempests of wind. They have comprised tornadoes, extraordinary hail storms, water bursts and tremendous downpours of rain, causing sudden, destructive, and fatal floods in rivers and small streams, and in some cases waterspouts such as the one which is said to have chased a railroad train near Lafayette, Indiana a week ago. Sometimes these various phenomena have occurred simultaneously, or nearly so, as at Rockford, in Illinois on June 24, where a tornado and a destructive hail storm occurred on the same day, and in Minnesota, where, on the night of June 23, great winds raged simultaneously with floods of rain. At other times the different kinds of storms have occurred separately, though occasionally visiting the same regions of country.

The extraordinary wave that rose mysteriously in Lake Erie on June 23, and sweeping Southward, as it was described, like a green wall ten or twelve feet high, submerged the shore at Cleveland, was probably the result of some local atmospheric disturbance occurring suddenly over the lake. Such waves are often caused by earthquake shock; but in this case, so far as is known, there was no earthquake, and it cannot be doubted that meteorological causes would suffice for the production of such a phenomenon.

These great storms are not to themselves extraordinary. Destructive tornadoes are of frequent occurrence in some of the Western States. Moreover, they are all explicable on meteorological grounds. The mode of formation of tornadoes, waterspouts, and hail storms is, in a general sense, well enough understood. The thing wanted in this case is an explanation of what may be called the gregarious tendency of these storms manifested during the last fortnight. Usually they are isolated phenomena, but now we see them occurring almost simultaneously over a range of territory comprising many hundred thousand square miles. According to some of the despatches from the West, tornadoes seemed last week to be forming on every side, and sweeping paths in every direction. In some cases great storms raged at the same time in places widely separated so that they must each have had a separate origin. Thus there was a tornado at Amsterdam, in this State, on the afternoon of June 15; the same day there were destructive hail storms in Iowa and Maryland. Before daybreak the next morning the tornadoes at Kansas City and Leavenworth occurred, followed within twenty hours by the awful disaster in central Iowa. On the day of Iowa tornado there was a terrific wind and hail storm in Saratoga County, this State. The next day there was a tornado at Bay City, Michigan, and destructive winds and rain in Southern Illinois. So again, on June 19, there was a fierce storm at Paterson, which also raged savagely in this city, a tornado in Vermont, a hurricane in Montgomery County, this State and a very destructive wind and rain storm in Canada South of Quebec. On June 24 and 25 there were tornadoes and hail storms in Iowa, Illinois, Indiana, Dakota, Kansas and Nebraska.

In view of these facts, it cannot be doubted that some general cause was at work producing abnormal meteorological conditions simultaneously over very large portions of this country. Of course, a similar coincidence in the prevalence of atmospheric disturbances over large areas may often be

outfitted, but not to the extent or of the extraordinary character here observed. The advance across the country of a wide-reaching storm area of the ordinary character is not a parallel phenomenon. Those who believe there is a connection between sun spots and terrestrial storms think they can point out the general cause sought. It is a question of evidence. Not enough has yet been accumulated to establish their theory; but the facts that this is the maximum year of the eleven-year sun-spot cycle, and that not only the recent storms but previous great tornadoes of this year have coincided with the existence of extraordinary groups of sun spots, are in their favor. The science of the weather is advancing every day. There are weather soothsayers now as there always have been, but they can do little harm so long as the phenomena of the weather are being investigated in various parts of the world by real students of nature.

It is worth nothing, not as proving any connection between the two phenomena, but as a curious coincidence, and one that might be of some service to the sun-spot storm theory, that on the same morning and at about the same hour, when the fatal tornadoes swept Kansas City, Leavenworth, and other Western towns, auroral streamers were seen here waving in the Northern heavens. A huge cluster of sun spots had made its appearance a few days before, and was at that time undergoing remarkable changes.

Another interesting fact is that during the week ending June 15, and immediately preceding the great Western storms, a remarkable series of heavy wind storms, accompanied with hail and rain, swept over England and Scotland.—N. Y. Sun.

Agriculture is still leading pursuit in the United States. Census Bulletin No. 228, just issued, shows a vast increase in the number of farms during the past ten years. In 1850 the whole number of farms was 1,449,073; in 1860, 2,044,677; in 1870, 2,659,085; in 1880, 4,008,907. The increase in the number of farms during the decade of 1870-'80 was 51 per cent.; in the decade 1850-'60 it was 41 per cent. In 1870 New York had the greatest number of farms; but in 1880 it was third on the list, being surpassed by Illinois and Ohio. Farms are increasing in number in the South, showing that the plantations are being divided. Alabama shows an increase in numbers equal to 102 per cent. during the decade, Arkansas 91 per cent., Florida 129, Georgia 98, Louisiana 70, Mississippi 50, North Carolina 68, South Carolina 81, Virginia 60.

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A terrible railroad accident occurred at Shrewsbury River, between Long Branch and New York, on the 29th ult. The engine, tender and five cars, containing over one hundred passengers, jumped the track from the bridge into the river. A number of persons were killed and drowned and a large number badly injured. Gen. Grant was pulled out of the smoking car in the river unhurt. The hot weather caused the rails to spread, and hence the accident.

ATLANTA, GA., July 5.—Colonel A. R. Lamar, editor of the Macon Telegraph, and his friend, Colonel B. G. Sackett were arrested about midnight last night in the Atlanta and West Point train on the presumption that they were about to cross the State line with Colonel E. P. Howell, editor of the Constitution, to fight a duel. An attempt was made to arrest Colonel Howell and his friend Captain Harry H. Jackson but it has failed up to this hour. Colonel Lamar and Sackett were bound over this morning in bonds of \$2,000 each to keep the peace.

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South Carolina Railroad.

CHANGE OF SCHEDULE.

On and after May 15th, 1881, Passenger Trains will be run as follows with further notice: GREENVILLE EXPRESS.

GOING EAST, (DAILY EXCEPT SUNDAYS.)
Leave Columbia 6 00 p m
Arrive Camden 8 45 p m
Arrive Charleston 10 45 p m
GOING WEST, (DAILY EXCEPT SUNDAYS.)
Leave Charleston 6 00 a m
Leave Camden 6 15 a m
Arrive Columbia 10 35 a m
WAX FREIGHT AND PASSENGER TRAINS.

GOING EAST (DAILY EXCEPT SUNDAYS.)
Leave Columbia 6 30 a m
Arrive Camden 12 49 p m
Arrive Augusta 3 20 p m
Arrive Charleston 1 55 p m
GOING WEST (DAILY EXCEPT SUNDAYS.)
Leave Charleston 4 05 a m
Leave Augusta 7 55 a m
Arrive Columbia 5 30 p m

*Passengers leaving Columbia or Charleston on these trains have to change cars at Branchville to reach Charleston at 1:55 p m or Columbia at 5:30 p m.

NIGHT EXPRESS TRAINS.

GOING EAST DAILY.
Leave Columbia 9 00 p m
Arrive Augusta 7 25 a m
Arrive Charleston 6 35 a m
GOING WEST DAILY.
Leave Charleston 8 10 p m
Leave Augusta 7 00 p m
Arrive Columbia 5 30 a m

On Columbia Division Night Express Trains run daily; all other Trains daily except Sunday. On Augusta Division all Passenger Trains run daily.

Sleeping Cars are attached to Night Express Trains—berths only \$1.50 between Columbia, Charleston and Augusta.

On Saturdays and Sundays round trip tickets are sold to and from all stations at one first class fare for the round trip, good till Monday noon to return. Regular excursion tickets, good for ten days, are sold at six cents per mile to and from all stations.
Connections made at Columbia with Columbia & Greenville Railroad and Charlotte, Columbia & Augusta Railroad at Charlotte Junction, by train arriving at Columbia at 10:35 a m and leaving Columbia at 6:00 p m to and from all points on both roads; at Charleston with steamers for New York on Wednesdays and Saturdays; also with steamers for Jacksonville and all points on St. John's River, and with Savannah and Charleston Railroad to all points South.
Connections are made at Augusta with the Georgia Railroad and Central Railroad to and from all points West and South. Through tickets can be purchased to all points South and West by applying to
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Send for Sealed Descriptive Pamphlet, containing full particulars, which will convince the most skeptical that they can be restored to perfect manhood, and be free from the duties of life, cause as if never affected. Sold ONLY by
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July 7, 1881--349

Columbia and Greenville Railroad

PASSENGER DEPARTMENT.

COLUMBIA, S. C., May 18th, 1882.

On and after Friday May 19th, 1882, the Passenger Trains will run as herewith indicated upon this road and its branches daily, except Sundays:

SO. 52 UP PASSENGER.
A—Leave Columbia at 11 42 a m
Alston at 12 41 p m
Newberry at 1 46 p m
Ninety Six, 3 24 p m
Hodges at 4 18 p m
Belton at 5 40 p m
Arrive at Greenville 7 05 p m

NO. 53 DOWN PASSENGER.
Leave Greenville at 10 25 a m
Belton at 11 53 a m
Hodges at 1 17 p m
Ninety Six, 2 33 p m
Newberry at 3 55 p m
Alston at 5 01 p m
F—Arrive at Columbia 6 02 p m

SPARTANBURG, UNION & COLUMBIA RAILROAD.

NO. 52 UP PASSENGER.

Leave Alston at 12 54 p m
Union at 2 57 p m
B—Spartanburg S. U. & C. Depot 4 15 p m
Spartanburg R. & D. Depot 4 15 p m
NO. 55 DOWN PASSENGER.
H—Leave S. R. & D. Depot 1 00 p m
S. U. & C. Depot 1 38 p m
Union at 2 54 p m
Arrive at Alston 4 53 p m

LAURENS RAILROAD.

Leave Newberry at 4 05 p m
Arrive at Laurens C H at 6 49 p m
Leave Laurens C H at 10 03 a m
Arrive at Newberry at 12 50 p m

ABBEVILLE BRANCH.

Leave Hodges at 1 30 p m
Arrive at Abbeville at 2 23 p m
Leave Abbeville at 12 10 p m
Arrive at Hodges at 1 05 p m

ANDERSON BRANCH AND BLUE RIDGE R. R.

UP
Leave Belton at 8 40 p m
Anderson at 8 20 p m
Pendleton at 6 56 p m
C—Seneca 7 36 p m
Arrive at Wallhalla at 7 56 p m

DOWN.

Leave Wallhalla at 9 30 a m
D—Seneca City 10 00 a m
Pendleton at 10 33 a m
Anderson at 11 11 a m
Arrive at Belton 11 50 a m

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D—With Atlanta and Charlotte Air Line Railway from Atlanta and beyond.

E—With Richmond and Danville Railroad.

F—With South Carolina Railroad for Charleston; with Wilmington, Columbia & Augusta Railroad for Wilmington and the North; with Charlotte, Columbia and Augusta Railroad for Charlotte and the North.

G—With Asheville and Spartanburg Railroad from Hendersonville.

H—With Richmond and Danville Railroad from Charlotte and beyond.

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